

## SUMMARY OF NEIGHBORHOOD MEETING

On Tuesday, July 17, 2018, at 7:00 PM, a Neighborhood Meeting was held at the Village Hall to discuss Applicant's proposed Senior Care Community to be located at the NWC of Harlem and Chicago Avenues. The following is a summary of questions and issues raised by the attendees, and the Applicant's responses:

Q: How many employees will be at the facility?

A: 89 Full time equivalent employees, 36 people max per shift, with 10 crossover people max. Different staff types change over at different times, and we expect workers to use public transit.

Q: Any areas designate for employees only-employee only parking lot

A: Few residents will have cars and park, parking will be mostly for employees and visitors only.

Q: I would prefer green space at Bonnie Brae.

A: We are providing 8ft tall fence.

Q: Are any Independent Living units being provided in this project?

A: No

Q: Traffic backup on Harlem is an issue

A: Assisted Living is one of the lowest generated uses. Employees will be arriving/leaving at non-peak times. We expect less traffic than bank in PM same in AM. Other potential commercial uses would generate much more traffic. We are consolidating curb cuts on Harlem from 5+ to 1 significantly reducing the congestion there.

Q: Where will ambulance be entering. How many 911 calls do you anticipate per week.

A: We anticipate ambulances will be entering from Chicago Avenue. On an average there are 2.8 ambulance calls per week = 12 ambulance calls per month. There is 24 hours nursing staff which helps reduce the number of 911 calls.

Q: How many move-in/out per month and deliveries?

A: We anticipate Food deliveries at 2 per week, daily UPS, and a max of 45% turnover per year, with no more than 1 move-out per day scheduled.

Q: How will Property values be impacted.

A: We will block noise, we will provide study as per the villages request.

Q: How long can you guarantee this project will stay this use.

A: Lisa responded referencing River Forest zoning code disallowing transfer as of right.

Q: Can neighborhood handle utility demand?

A: We have addressed and worked with River Forest to confirm existing infrastructure can handle this project. Fire and Police Chief have reviewed and have confirmed they can absorb the demand.

Q: Can declining patients needing hospice stay in place?

A: We will work with patients and families if residents do not want to move and have outside in unit care.

Q: How will snow be addressed, and how will water be addressed

A: We will meet MWRD/requirements for water and sewer on site. Snow would be removed offsite if needed for the non-covered areas. we will follow village snow regulations.

Q: Are bike racks provided?

A: Yes.

Q: Cost for units on site? Who are you serving?

A: Assisted Living: anticipated \$5500 per month, Memory Support: anticipated \$6800 per month  
We are serving the roughly 1500 seniors currently living within a 3 mile radius in River Forest and Oak Park

Q: Would like to see report with market study

A: Will be provided in package.

Q: Will there be Sound and Light trespass?

A: There will be 0 foot-candles at the property line as required, and we will submit a sound study at property as required.

Q: Grading study – Who to contact if there are problems caused by water?

A: Call village if anyone faces any issues – Everything will be designed as per village and county requirements.

Q: Can you provide shadow study?

A: Yes, we can per sign-in and Lisa can post the study online.

Q: The building looks beautiful, but would you consider putting the 4-story wing on Chicago Avenue instead of the west side.

A: We absolutely can study that.

Q: Can you provide fence higher than 8ft?

A: Site development allowance could be asked; however, we are currently showing an 8-foot fence.

Q: Can a representative from the neighborhood be present at the technical meetings?

A: The village is their representative at these meetings.

Q: Do you have any perspectives of what it would look like from our yards? What would our privacy be like?

A: We will provide views from backyards at the next meeting.

Q: Has land been purchased?

A: No land has been purchased, it is under agreement.

Q: When will we meet again?

A: Development Review Board meeting, date TBD

Q: Can the generator be moved elsewhere?

A: It is difficult to relocate, currently we have placed it in the best possible location

Q: Would you work with neighbors to place trees on Bonnie Brae?

A: Absolutely, we would be willing to discuss and work with the neighbors.

Q: Do you have an evacuation plan?

A: Yes, a plan will be provided.

Q: Will there be a bus provided to the residents?

A: Yes, there will be a bus, it will be shut off when not in use.

Q: Will there be a landscaping meeting with the neighbors?

A: We can set up a meeting for our Landscape Architect to meet with the abutting neighbors.

Q: Chicago Avenue is currently planned to be repaved, are you aware?

A: We are aware

## SUMMARY OF NEIGHBORHOOD MEETING

On Thursday, April 26, 2018, a meeting was held in the Community Room of the Village Hall at 7:00 P.M. for the purpose of discussing the Applicant's proposed development of a senior care community on the northwest corner of Harlem and Chicago Avenues. The Applicant had previously mailed over 600 letters/invitations to neighboring (within 500 lineal feet exclusive of rights-of-way) taxpayers of record, residents and occupants, advising them of the day, time, place and purpose of the meeting. Approximately 12-14 residents were in attendance along with representatives of the Village and the Applicant.

Village Staff introduced the meeting and explained and answered questions about the approval process. The Applicant's consultants presented the project and the meeting was then opened to comments, questions and concerns from the attendees, which are summarized as follows:

### CONCERNS:

1. The size of the project relative to the size of the site and proximately to homes;
2. Impact on traffic;
3. Noise generated by the facility;
5. Location of trash storage and pick-up;
6. Proximity of the new drive on Harlem Ave to neighboring (north) driveway;
7. Light spillage onto neighboring property;
8. Truck deliveries, general traffic patterns and traffic generation at shift changes;
9. Impact on light and shadows;
10. The need for the project at this location (market study);
11. Fuel source for emergency generators.

### SPECIFIC QUESSTIONS:

1. Construction schedule;
2. Asbestos abatement during construction;
3. Rental rates;
4. How much green space?
5. Can Applicant produce commentary from neighbors in similar proximity to similar projects?
6. What is the real estate tax impact?
7. Can Applicant produce 3-D modeling?
8. Status of the acquisition of the 2 single family residences;
9. Number of weekly ambulance calls;
10. Current occupancy rates of other area facilities developed by Senior Lifestyle;
11. Can the separating fence be 8' high?
12. Will utilities be buried?
13. Who is the owner of the TFC lot?
14. How will parking spaces be allocated (staff, residents, visitors)?
15. Will the bus top on Harlem be closed?

## AFFIDAVIT OF MAILINGS

**RE: Proposed Senior Care Community  
NWC Harlem and Chicago**

The undersigned, being an attorney for the Kaufman Jacobs in the above referenced matter, does hereby certify that on April 6, 2018, he caused a Notice of Informational Meeting (a copy of which is attached hereto as Exhibit "A") to be mailed (U.S. Mail, postage pre-paid) to the taxpayers of record and occupants of those properties within 500 feet (exclusive of rights-of-way) of the above referenced property. A list of the addresses to which such Notice was mailed is attached hereto as Exhibit "B".

Dated April 9, 2018

A handwritten signature in black ink, appearing to read 'D. Shaw', is written over a horizontal line.

David L. Shaw

## KAUFMAN JACOBS

### NOTICE OF INFORMATIONAL MEETING

April 6 2018

Re: Proposed Senior Care Community – NWC of Chicago and Harlem Avenues

Dear Neighbor:

Kaufman Jacobs is seeking approval from the Village of River Forest to construct a four story senior care community containing approximately 104 assisted living units at the above referenced location, currently occupied by TCF Bank and two single family residences. A copy of the proposed Site Plan is enclosed.

We would like to invite you to attend an informational meeting regarding our proposed project, to be held at 7:00 PM on Thursday, April 26, 2018, in the Board Room of the River Forest Village Hall, located at 400 Park Ave, River Forest. At that time representatives of our development team will present detailed information about the project and you will have the opportunity to ask any questions you may have.

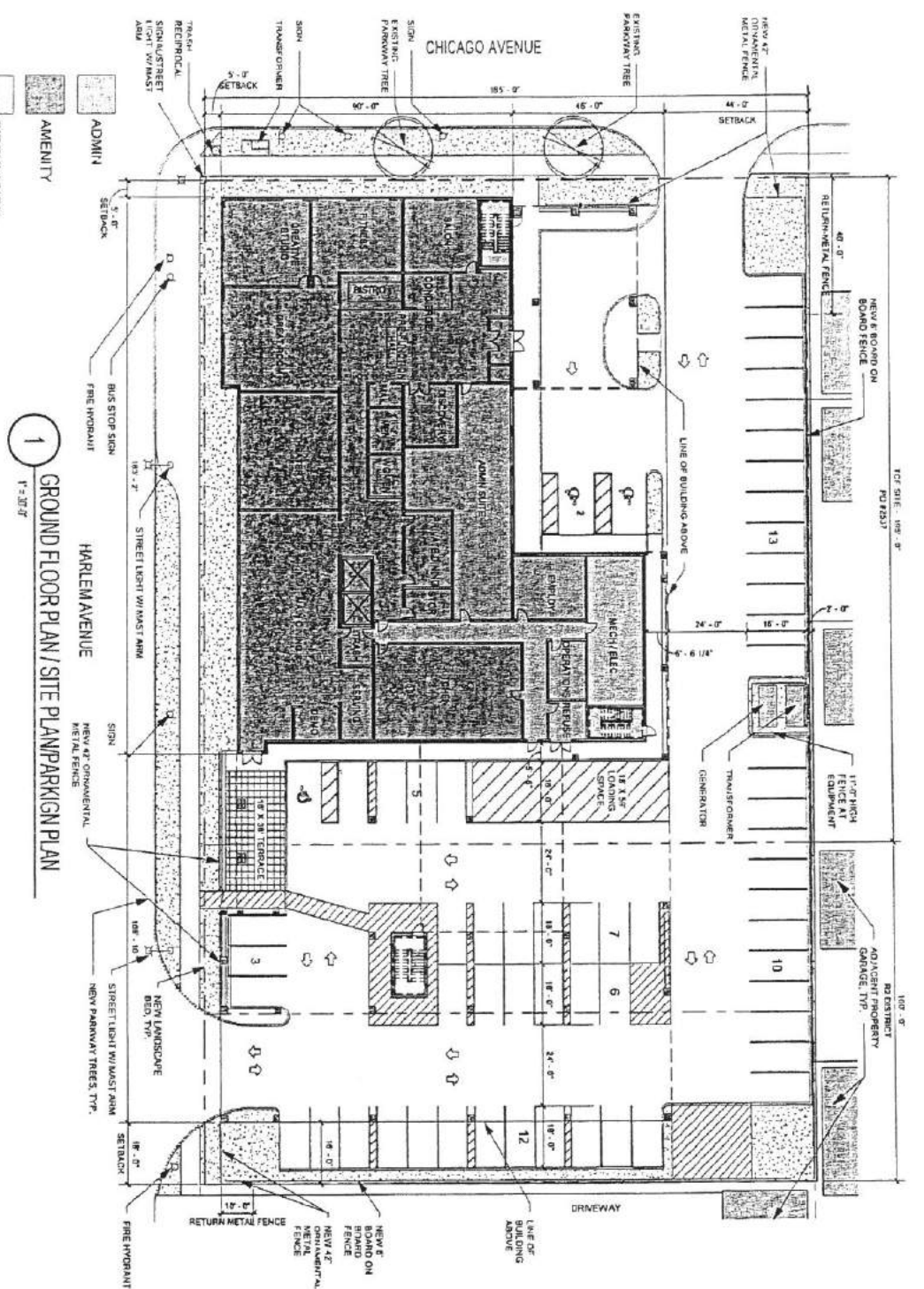
We hope that you will be able to join us and, in the meantime, please direct any inquiries to the undersigned at 312. 237-3423

Very truly yours,



Lee Winter

for Kaufman Jacobs



**ZONING SUMMARY:**  
 ZONING DISTRICT: P/W 2537 + R-2 (1st Dwellings)  
 ADJACENT ZONING: R-2 COMMERCIAL  
 ALLOWED USE (exist): see COMP. PLAN  
 ALLOWED USE: NOT SPECIFIED  
 RECD PARKING (ASSISTED LIVING): 1 - 10/25 SPACE  
 RECD LOADING (ASSISTED LIVING): 1 - 10/25 SPACE

**BULK REGULATIONS**  
 MAXIMUM F.A.R.: 2.75 x LOT AREA  
 MAXIMUM HEIGHT: 50'  
 REQUIRED SETBACKS: AVG. (along block) (confirm)

**LOT AREA (185' x 295') = 54,575 SQ. FT.**  
**ALLOWABLE F.A.R. = 150,081 SQ. FT.**

**DEVELOPMENT SUMMARY:**  
 SETBACKS PROVIDED:  
 NORTH SIDE: 18'-0"  
 WEST SIDE: 44'-0"  
 HARLEM: 5'-0"  
 CHICAGO: 5'-0"

**PARKING:**  
 0.56 PER UNIT (OPERATOR STDS) 60 RECD  
 60

**PARKING PROVIDED:** 60

**EXISTING LANDSCAPE AREA:** 9,700SF @ R2 + 2,200SF @ TFC-11 930 SF  
**PROPOSED LANDSCAPE AREA:** 5,000SF @ GRADE + 1,200 SF @ MENDRY COURT + 5,800SF @ ROOF = 12,000 SF

**PROJECT AREAS:**  
 FLOOR 1 (ENTRY / AMENITY): 16,050 GSF  
 FLOOR 2 (MSAL): 31,050 GSF  
 FLOOR 3 (ASSISTED LIVING): 29,700 GSF  
 FLOOR 4 (ASSISTED LIVING): 24,085 GSF

TOTAL SQ. FT.:	UNITS	BEDS
TOTAL UNITS:	28	32
MEMORY SUPPORT:		
STUDIO: 24 UNITS, 24 BEDS		
SHARED: 4 UNITS, 8 BEDS	78	86
ASSISTED LIVING:		
STUDIO: 15 UNITS, 15 BEDS		
1 BED: 55 UNITS, 55 BEDS		
2 BED: 8 UNITS, 16 BEDS		
<b>TOTAL:</b>	<b>106</b>	<b>118</b>

951,724 GSF/UNIT

**OKW** ARCHITECTS  
 600 W. JACKSON, SUITE 250  
 CHICAGO, IL 60651



**KAUFMAN JACOBS / SENIOR LIFESTYLE**

RIVER FOREST ASSISTED LIVING FACILITY  
 CHICAGO AVE & N HARLEM AVE

APRIL 5, 2018 Project # 17094M  
**DRB-1**

## AFFIDAVIT OF MAILINGS

**RE: Proposed Senior Care Community  
NWC Harlem and Chicago**

The undersigned, being an attorney for the Kaufman Jacobs in the above referenced matter, does hereby certify that on July 2, 2018, he caused a Notice of Informational Meeting (a copy of which is attached hereto as Exhibit "A") to be mailed (U.S. Mail, postage pre-paid) to the taxpayers of record and occupants of those properties within 500 feet (exclusive of rights-of-way) of the above referenced property. A list of the addresses to which such Notice was mailed is attached hereto as Exhibit "B".

Dated July 3, 2018



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David L. Shaw



EXHIBIT "A"

## KAUFMAN JACOBS

### NOTICE OF INFORMATIONAL MEETING

July 2, 2018

Re: Proposed Senior Care Community  
Northwest corner of Chicago and Harlem Avenues

Dear Neighbor:

Per our previous Notice dated April 16, 2018, Kaufman Jacobs is seeking approval from the Village of River Forest to construct a senior care community at the above referenced location. The plan sent on April 16 depicted a four story building containing 104 units on the property occupied by TCF Bank and two single family residences. Since that time, we have added an additional single family parcel, and revised our plan to present a building with both 3 and 4 story components, containing approximately 125 units. A copy of our revised site plan is enclosed.

In light of the foregoing, we would again like to invite you to attend an informational meeting regarding our proposed project, to be held at 7:00 PM on Tuesday, July 17, 2018, in the Board Room of the River Forest Village Hall, located at 400 Park Ave, River Forest. At that time representatives of our development team will present detailed information about the project and you will have the opportunity to ask any questions you may have.

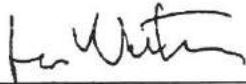
We hope that you will be able to join us and, in the meantime, please direct any inquiries to the undersigned at 312. 237-3422

Very truly yours,

Kaufman Jacobs,

By:

Lee Winter, Director of Development



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Address and Street name Unit	City	State	ZIP code	PIN	Property or Mailing address
1125 Schneider Ave	Oak Park	IL	60302	16-06-316	David Levy 1125 Schneider Ave Oak Park IL 60302
1120 Paulina St	Oak Park	IL	60302	16-06-316	Mark Capf 1120 Paulina St Oak Park IL 60302
1108 Chicago Ave	Oak Park	IL	60302	16-06-317	Peter Skioi 1108 Chicago Ave Oak Park IL 60302
547 N Marion St	Oak Park	IL	60302	16-06-316	Wojtowicz 547 N Marion St Oak Park IL 60302
553 N Marion St	Oak Park	IL	60302	16-06-316	Chaloemti 553 N Marion St Oak Park IL 60302
1125 Paulina St	Oak Park	IL	60302	16-06-317	Joann Orei 1125 Paulina St Oak Park IL 60302
1113 Paulina St	Oak Park	IL	60302	16-06-317	Kanishka N 1113 Paulina St Oak Park IL 60302
1133 Paulina St	Oak Park	IL	60302	16-06-317	Thomas St 1133 Paulina St Oak Park IL 60302
1115 Schneider Ave	Oak Park	IL	60302	16-06-316	Felix Rosal 1115 Schneider Ave Oak Park IL 60302
1119 Paulina St	Oak Park	IL	60302	16-06-317	Jeri A Schu 1119 Paulina St Oak Park IL 60302
1122 Chicago Ave	Oak Park	IL	60302	16-06-317	Michaeline 1122 Chicago Ave Oak Park IL 60302
1114 Chicago Ave	Oak Park	IL	60302	16-06-317	Jory One L 1114 Chicago Ave Oak Park IL 60302
815 N Harlem Ave	Oak Park	IL	60302	16-06-317	Taxpayer ( 815 N Harlem Ave Oak Park IL 60302
1120 Chicago Ave	Oak Park	IL	60302	16-06-317	Hallmark 1120 Chicago Ave Oak Park IL 60302
515 N Marion St	Oak Park	IL	60302	16-06-317	Antonina 515 N Marion St Oak Park IL 60302
1138 Chicago Ave	Oak Park	IL	60302	16-06-317	Ciccio Real 1138 Chicago Ave Oak Park IL 60302
1119 Schneider Ave	Oak Park	IL	60302	16-06-316	Mary F Fog 1119 Schneider Ave Oak Park IL 60302
1126 Paulina St	Oak Park	IL	60302	16-06-316	Winston C 1126 Paulina St Oak Park IL 60302
519 N Marion St	Oak Park	IL	60302	16-06-317	Basil D Kts 519 N Marion St Oak Park IL 60302
1122 Schneider Ave	Oak Park	IL	60302	16-06-315	Elizabeth / 1122 Schneider Ave Oak Park IL 60302
1117 Schneider Ave	Oak Park	IL	60302	16-06-316	John K Wo 1117 Schneider Ave Oak Park IL 60302
1109 Paulina St	Oak Park	IL	60302	16-06-317	Daniel S G: 1109 Paulina St Oak Park IL 60302
1123 Paulina St	Oak Park	IL	60302	16-06-317	W Arthur 1123 Paulina St Oak Park IL 60302
1114 Paulina St	Oak Park	IL	60302	16-06-316	Ronald & J 1114 Paulina St Oak Park IL 60302
535 N Marion St	Oak Park	IL	60302	16-06-316	Randall S 535 N Marion St Oak Park IL 60302
1122 Paulina St	Oak Park	IL	60302	16-06-316	Steven J Sr 1122 Paulina St Oak Park IL 60302
1115 Paulina St	Oak Park	IL	60302	16-06-317	John Harm 1115 Paulina St Oak Park IL 60302
1134 Paulina St	Oak Park	IL	60302	16-06-316	James A G: 1134 Paulina St Oak Park IL 60302
1121 Paulina St	Oak Park	IL	60302	16-06-317	Michael Br 1121 Paulina St Oak Park IL 60302
1128 Paulina St	Oak Park	IL	60302	16-06-316	Joshua C S 1128 Paulina St Oak Park IL 60302
1123 Schneider Ave	Oak Park	IL	60302	16-06-316	Gavin Sout 1123 Schneider Ave Oak Park IL 60302
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837 N Harlem Ave	Oak Park IL	60302 16-06-316-027-0000 837 N Harlem Ave Oak Park IL 60302
1129 Schneider Ave	Oak Park IL	60302 16-06-316 R & C Jewe 1129 Schneider Ave Oak Park IL 60302
1127 Schneider Ave	Oak Park IL	60302 16-06-316 Zachary Jo 1127 Schneider Ave Oak Park IL 60302
813 N Harlem Ave	Oak Park IL	60302 16-06-317 Marine Va 813 N Harlem Ave Oak Park IL 60302
1120 Schneider Ave	Oak Park IL	60302 16-06-315 Robert Lev 1120 Schneider Ave Oak Park IL 60302
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1118 Paulina St	Oak Park IL	60302 16-06-316 Richard B I 1118 Paulina St Oak Park IL 60302
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1146 Schneider Ave	Oak Park IL	60302 16-06-315 Taparria & . 1146 Schneider Ave Oak Park IL 60302
1130 Schneider Ave	Oak Park IL	60302 16-06-315 Susan Sev 1130 Schneider Ave Oak Park IL 60302
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1132 Schneider Ave	Oak Park IL	60302 16-06-315 Toni Mills 1132 Schneider Ave Oak Park IL 60302
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1137 Chicago Ave	Oak Park IL	60302 16-07-100 Char Rob 1137 Chicago Ave Oak Park IL 60302
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7205 Iowa St	River Fore: IL	60305 15-01-418 Dave Elsn 7205 Iowa St River Forest IL 60305
754 Bonnie Brae Pl	River Fore: IL	60305 15-12-204 David Micl 754 Bonnie Brae Pl River Forest IL 60305
827 Clinton Pl	River Fore: IL	60305 15-01-417 D Barrows 827 Clinton Pl River Forest IL 60305
826 N Harlem Ave	River Fore: IL	60305 15-01-418 Udo Wegn 826 N Harlem Ave River Forest IL 60305
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750 Bonnie Brae Pl	River Fore: IL	60305 15-12-204 Charles/ J 750 Bonnie Brae Pl River Forest IL 60305
7204 Iowa St	River Fore: IL	60305 15-01-412 Karin G Ku 7204 Iowa St River Forest IL 60305
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754 N Harlem Ave	River Fore: IL	60305 15-12-205 Bell And Ri 754 N Harlem Ave River Forest IL 60305



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800 N Harlem Ave	River Fore: IL	60305 15-01-418 Tcf Bank 800 N Harlem Ave River Forest IL 60305
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847 Bonnie Brae Pl	River Fore: IL	60305 15-01-418 Michael & 847 Bonnie Brae Pl River Forest IL 60305
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820 Bonnie Brae Pl	River Fore: IL	60305 15-01-417 Paul J Cha: 820 Bonnie Brae Pl River Forest IL 60305
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830 Bonnie Brae Pl	River Fore: IL	60305 15-01-417 Michael Dr 830 Bonnie Brae Pl River Forest IL 60305
822 N Harlem Ave	River Fore: IL	60305 15-01-418 Aaron M Jr 822 N Harlem Ave River Forest IL 60305
910 N Harlem Ave	River Fore: IL	60305 15-01-412 Pat And Eli 910 N Harlem Ave River Forest IL 60305
802 Bonnie Brae Pl	River Fore: IL	60305 15-01-417 N & C Caul 802 Bonnie Brae Pl River Forest IL 60305
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803 Bonnie Brae Pl	River Fore: IL	60305 15-01-418 William F \ 803 Bonnie Brae Pl River Forest IL 60305
910 Bonnie Brae Pl	River Fore: IL	60305 15-01-411 Peter G Pe 910 Bonnie Brae Pl River Forest IL 60305
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821 Bonnie Brae Pl	River Fore: IL	60305 15-01-418 Dr James F 821 Bonnie Brae Pl River Forest IL 60305
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834 N Harlem Ave	River Fore: IL	60305 15-01-418 David L Wi 834 N Harlem Ave River Forest IL 60305
829 Clinton Pl	River Fore: IL	60305 15-01-417 Stephen S 829 Clinton Pl River Forest IL 60305
755 Bonnie Brae Pl	River Fore: IL	60305 15-12-205 John T Iwa 755 Bonnie Brae Pl River Forest IL 60305
751 Bonnie Brae Pl	River Fore: IL	60305 15-12-205 Christine C 751 Bonnie Brae Pl River Forest IL 60305
819 Clinton Pl	River Fore: IL	60305 15-01-417 Linard W \ 819 Clinton Pl River Forest IL 60305

825 Bonnie Brae Pl	River Fore: IL	60305 15-01-418 Joseph B B 825 Bonnie Brae Pl River Forest IL 60305
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833 N Harlem, 1s	Oak Park IL	60302 16-06-316 Cynthia L	833 N Harlem Ave 1s Oak Park IL 60302
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OKW Architects  
600 W. Jackson St., Ste. 250  
Chicago, IL 60661

July 23, 2018

Attn: Ms. Melissa Toops

Re: Senior Lifestyle River Forest Assisted Living

Dear Melissa:

The proposed project will be a four-story seniors' assisted living community located at the northwest corner of Chicago Ave. and Harlem Ave. in River Forest.

We conducted background sound level measurements from May 22 to 24, 2018 on the proposed site. In order to predict sound emissions from this project, we used mechanical noise data from a similar project in Park Ridge. We modeled the impact of the proposed project on residences located on the east side of Bonnie Brae St. for the nighttime (10:00 p.m. to 7:00 a.m.) period using CadnaA software.

#### **Acoustical Criteria**

River Forest does not have a noise ordinance. We used the Illinois noise regulations which are administered by the Illinois Pollution Control Board. For commercial and residential land uses, Illinois permits the equivalent of 55 dBA during the day (7:00 a.m. to 10:00 p.m.) and 44 dBA at night (10:00 p.m. to 7:00 a.m.) The regulations apply at the residential property line, require readings energy-averaged over a one hour time period and call for sound level readings in each of nine octave (frequency) bands. The ambient (or background) sound level must be established, preferably through measurement at the site. In the case where the Illinois limits are exceeded by the ambient environment, the limits do not have to be met.

The Illinois limits are stated in terms of octave band sound levels. Thus, for daytime and nighttime, the limits must be met in each of nine frequency bands. Octave band sound level measurements were conducted by Shiner and modeling was performed in octave bands which were converted to A-weighted sound levels. For conciseness, the single-number A-weighted sound level (dBA) is used throughout this report.

#### **Measurements**

We conducted sound level readings in the northwest corner of the existing bank property between May 22 at 5:00 p.m. and May 24, 2018 at 6:00 p.m. The microphone was located in the northwest corner of the existing bank property at a height of 5' above grade.

Figure 1 shows the time history of the measured A-weighted sound level plotted with a resolution of five minutes. The average (also known as the one-hour energy average) sound levels are documented in Table 1, which also shows the Illinois nighttime limit. The nighttime limit is the most restrictive time period.

Table 1. Measured Ambient Sound Levels

Location	Date and Time	Average ( $L_{eq,1-hr}$ ) dBA
Illinois Limit	Nighttime	44
NW corner of existing bank property	May 22-24, 2018, all periods	53
	May 22-23, nighttime	49
	May 23-23, nighttime	50
	May 22-24, average nighttime	49

### Modeling

For this study, we used CadnaA software from DataKustik GmbH. CadnaA is industry-accepted software used to calculate sound levels of multiple sources and propagation paths at multiple receiver points. The software considers the factors that influence sound propagation, such as distance, shielding by buildings, ground effects, and atmospheric absorption. In order to be conservative, receiver heights were modeled at 20 ft above ground level (third story window height).

Proposed senior center equipment can increase sound levels at receiving locations. The increase depends on the difference between noise generated by the senior center and the ambient environment and is computed using logarithmic addition. As an example, at a receiving location, if the sound level due to mechanical noise were equal to the ambient sound level, then the total sound level at that location would increase by three dB. As a general rule, if the ambient sound level exceeds the source (i.e. senior center) sound level by 10 dB or more, then the ambient sound level is not increased.

We modeled noise emissions from the four pieces of mechanical equipment that are proposed to be located on the building roof: two dedicated outside air units (DOAU) and two outside air units (OU). Noise from the transformer was assumed to be negligible since it is likely passively cooled. Since the emergency generator can be exercised during the day, it was neglected as a noise source.

A comparison of measured and predicted outdoor sound levels is shown in Table 2 and indicates good agreement between measurements and the model. The measurements show that the ambient sound levels are above the Illinois code, which is common in urban areas. Predicted sound level contours and façade sound levels without the seniors' community are shown in Figure 2.

Table 2. Outdoor Sound levels at Residences without Seniors' Community

Location	Sound Level	Sound Level (dBA)
-	Illinois nighttime limit	44
NW corner of existing bank property	Average ambient sound level (nighttime, measured)	49
Residences on east side of Bonnie Brae St.	Traffic and mechanical noise (nighttime, predicted)	49-53
Residences on west side of Harlem Ave.	Traffic and mechanical noise (nighttime, predicted)	58-59

Sound level predictions of senior center equipment and traffic are summarized in Table 3. Predicted sound level contours and façade sound levels with the seniors' community are shown in Figure 3.

Table 3. Outdoor Sound levels at Residences with Seniors' Community

Location	Sound Level	Sound Level (dBA)
-	Illinois nighttime limit	44
NW corner of existing bank property	Average ambient sound level (nighttime, measured)	49
Residences on east side of Bonnie Brae St.	Traffic and mechanical noise (nighttime, predicted)	51-53
Residences on west side of Harlem Ave.	Traffic and mechanical noise (nighttime, predicted)	58

A comparison of results in Tables 2 and 3 shows that outdoor sound levels are predicted to be essentially unchanged once the senior center is constructed and operating. Although this result is counter-intuitive, the proposed building should serve to shield residences from traffic noise, particularly from vehicles on Harlem Ave. The preceding results are predictions at the third-floor level; the building should provide more shielding for second and first floor windows.

### Emergency Generator Noise

An emergency generator is proposed to be located in the northwest corner of the site and there is a concern about its noise. The basis of design is a 400 kW Generac diesel generator set with a level 1 sound enclosure meeting 79 dBA at 7m (23') at rated load. The generator is proposed to be operated or exercised for 15 minutes per week.

We calculated the generator's sound level at the façade of the closest residences, houses A and F, as shown in Figures 2 and 3. The prediction is probably conservative (i.e. high) since it does not consider the shielding provided by garages and fences. We predict a sound level of 57 dBA for 15 minutes per week at either house A or F due to the emergency generator. If this is a concern, a level 2 sound enclosure may be specified.

**Conclusions**

Existing ambient sound levels were measured from May 22 to 24, 2018 and the dominant environmental noise source was traffic on area roads. Sound levels from equipment from a similar project were used to predict mechanical noise levels using CadnaA modeling software.

Results from our study were compared with limits established by the Illinois Pollution Control Board for nighttime (10:00 p.m. to 7:00 a.m.) hours. As shown in Table 2, ambient noise levels exceed the Illinois limit by a considerable degree. The predicted sound levels at the residences west and north of the proposed project are not expected to increase once the project is constructed and operating.

Emergency generator noise was evaluated at the two closest residences.

If you have questions concerning this report, please do not hesitate to contact us.

Respectfully submitted,

Shiner + Associates, Inc.

Cameron J. Baillie, P.Eng.

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1180511



Fig. 1. Site Sound Level Measurements  
May 22-24, 2018

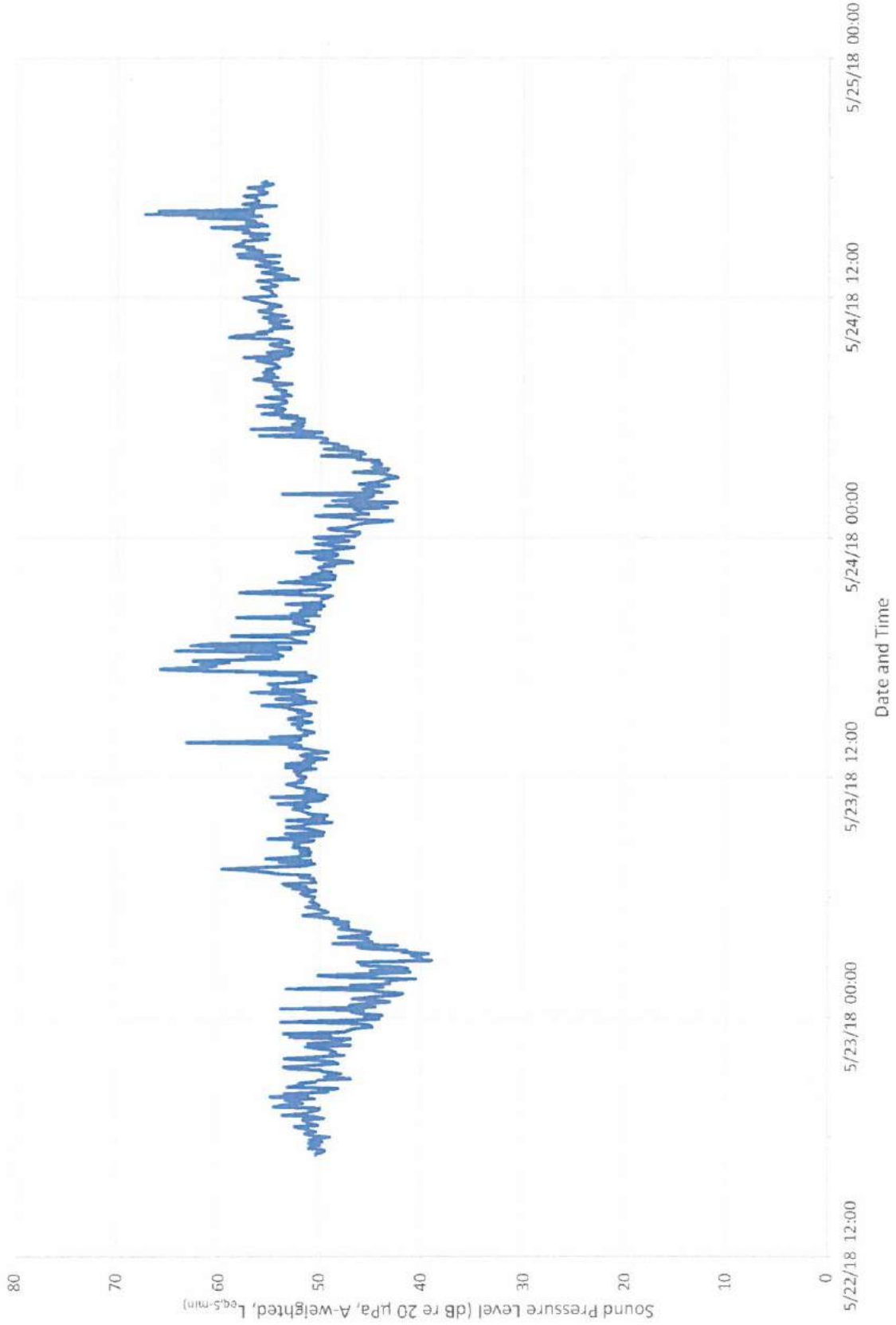
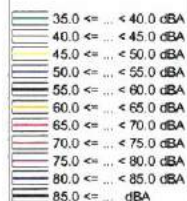




Figure 2. Predicted Traffic Sound Levels without Senior Facility



- + Point Source
- [Red line] Road
- [Grey rectangle] Building
- [Black line] Barrier
- [White rectangle] 3D-Reflector
- [Circle with dot] Receiver
- [Circle with cross] Building Evaluation

Scale 1 : 816  
 Units in meters  
 UTM Zone 16  
 Datum WGS84



Rev	Date
A	7/17/18
0	6/5/18



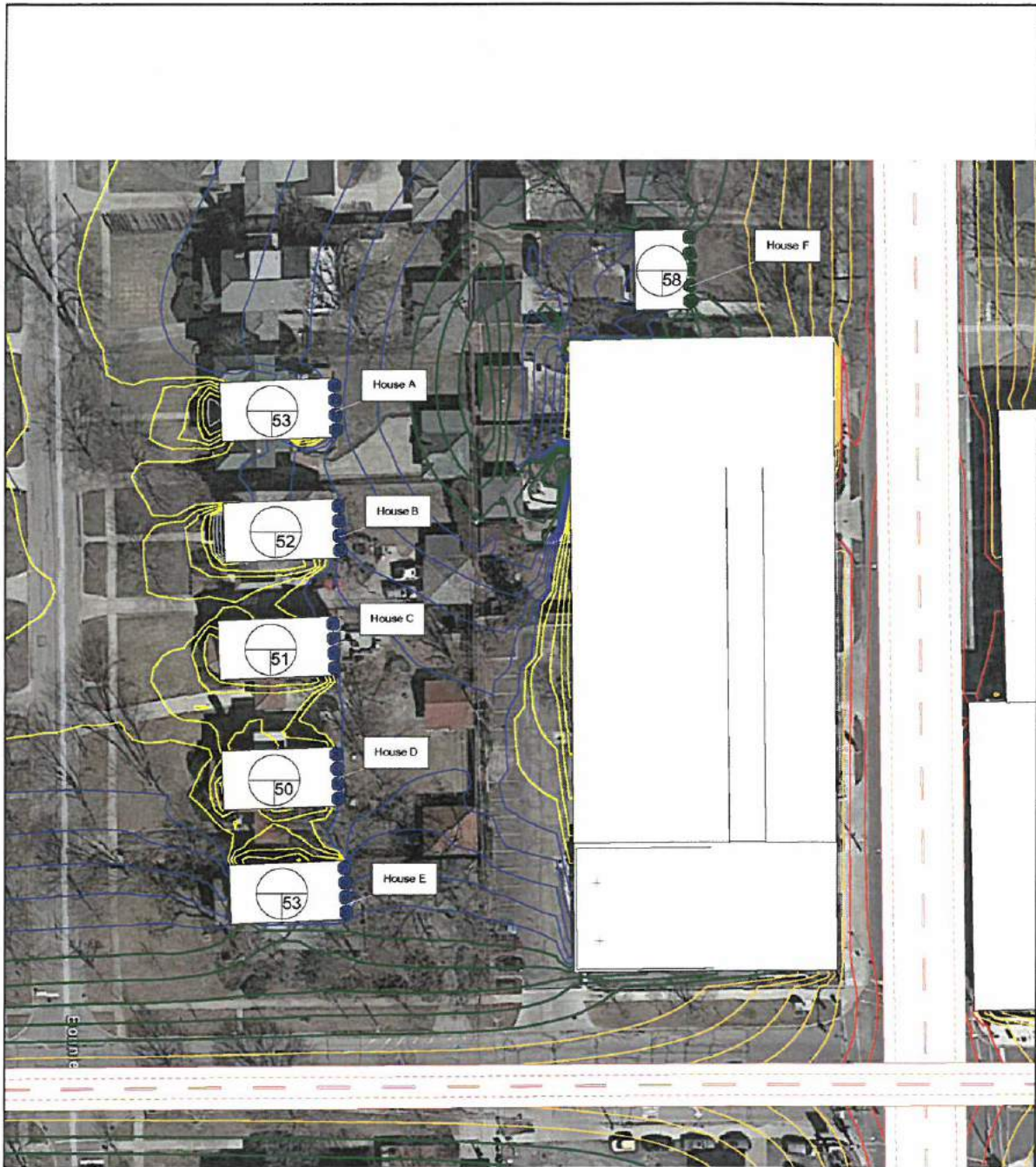
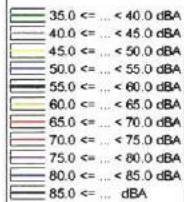


Figure 3. Predicted Traffic and Facility Mechanical Equipment Sound Levels



- + Point Source
- Road
- ▭ Building
- ▭ Barrier
- ▭ 3D-Reflector
- ⊙ Receiver
- ⊕ Building Evaluation

Scale 1 : 816  
 Units In meters  
 UTM Zone 16  
 Datum WGS84



Rev	Date
A	7/17/18
0	6/5/18



# Traffic Impact Study Proposed Senior Living Community

River Forest, Illinois



Prepared For:

**Kaufman Jacobs, LLC**

Prepared By:



July 6, 2018

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# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed senior living community to be located in River Forest, Illinois. The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. As proposed, the site will be developed with a four-story senior living community providing 33 memory care units (37 beds) and 92 assisted living units (99 beds) totaling 125 units (136 beds). Access to the site will be provided off Harlem Avenue via a full movement access drive and off Chicago Avenue via a full movement access drive. A total of 70 parking spaces will be provided.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

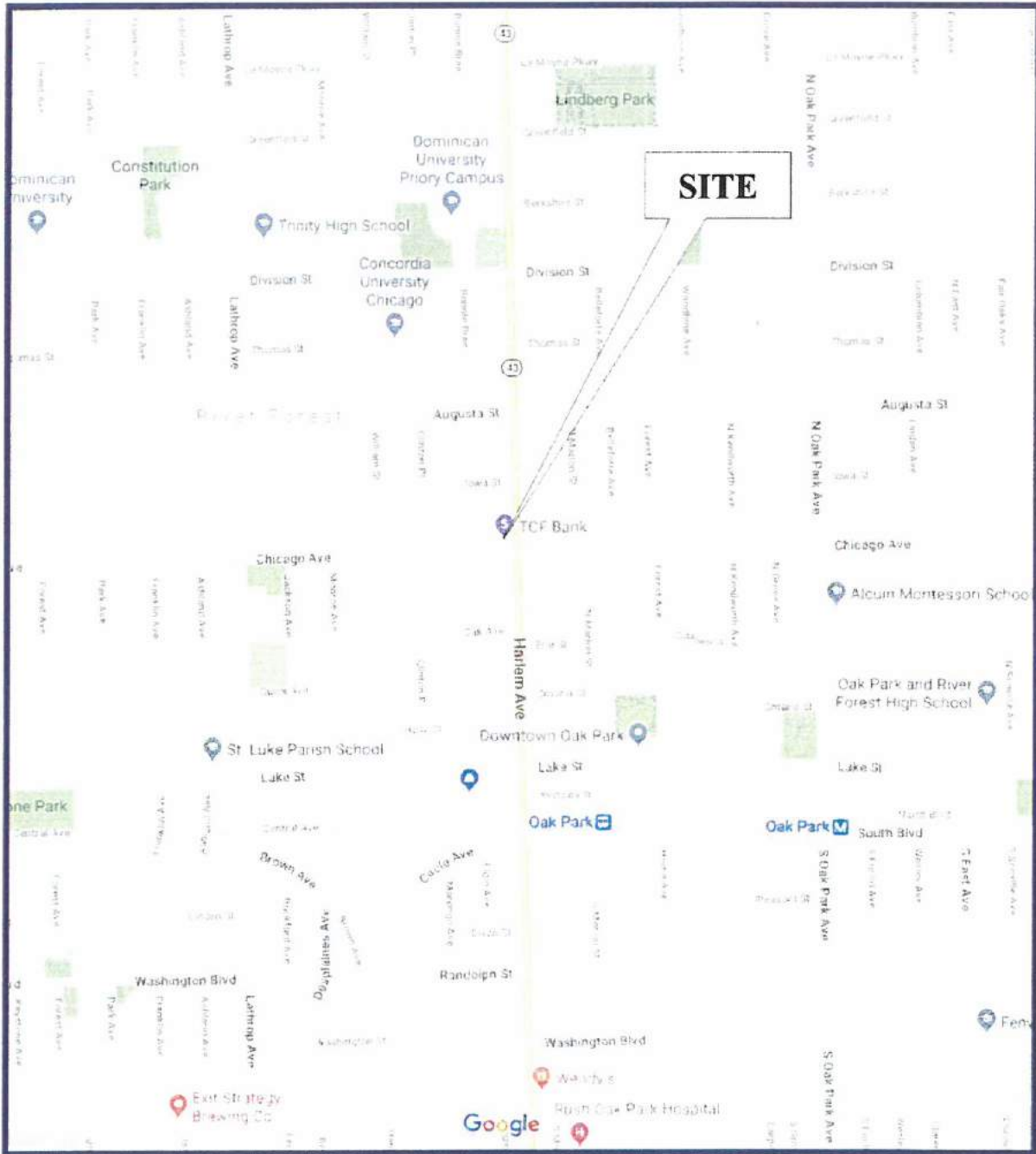
**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1





**Aerial View of Site Location**

**Figure 2**

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. Land uses in the vicinity of the site are residential to the north and west and commercial to the east and south and include the following; Paper Lantern, Charmed Lashe Studio, KIX Kouture, Sweat it off Fitness, De Maira Dance Studios, Inc, Marks Travel Professionals and BP to the east and Mobil gas station to the south. It should be noted that Roosevelt Middle School is located approximately one-half mile to the southwest and Oliver Wendell Holmes Elementary School is located approximately one-half mile to the east.

### Existing Roadway System Characteristics

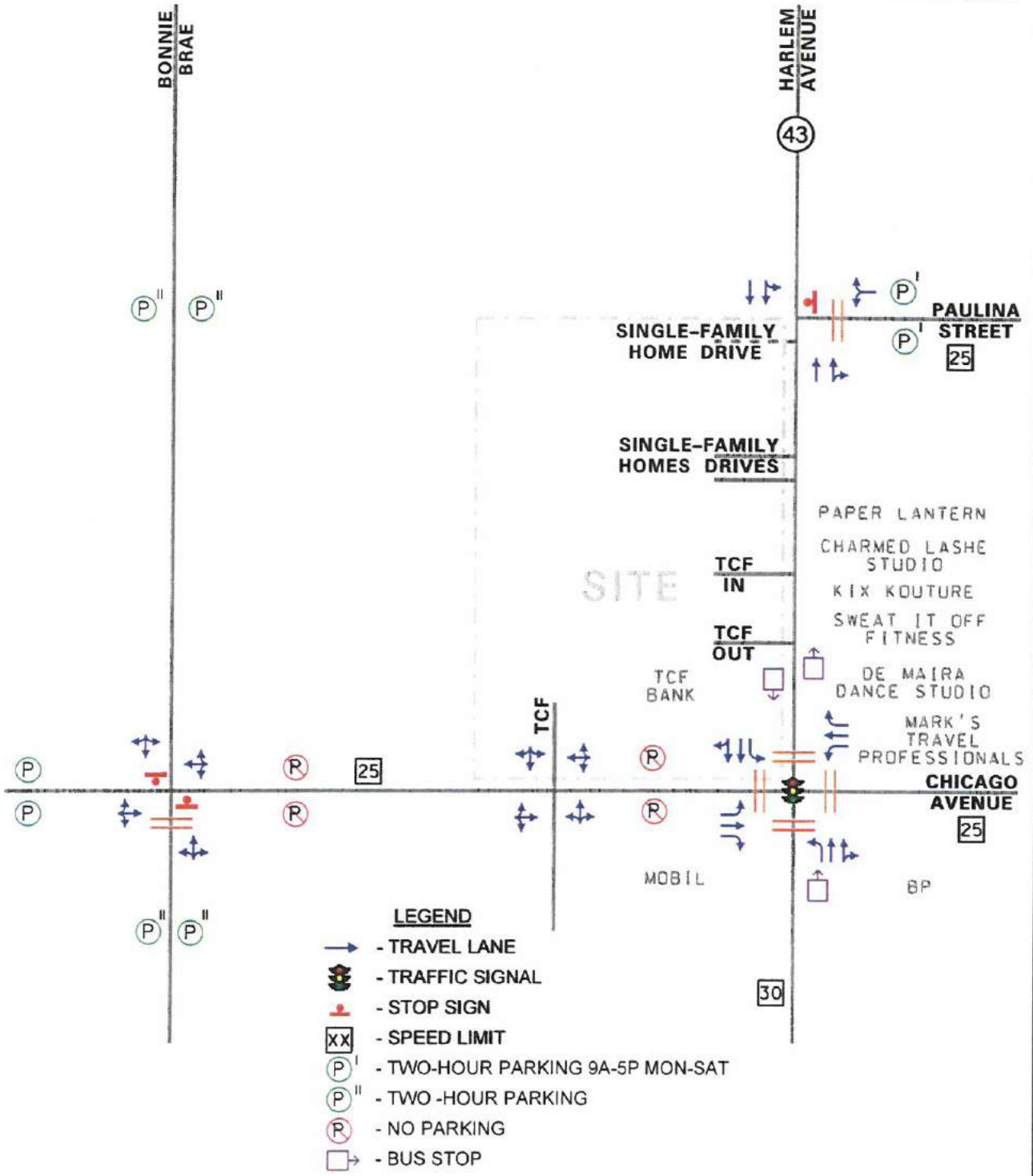
The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

*Harlem Avenue (IL Route 43)* is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Chicago Avenue, Harlem Avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound and southbound approaches. Both legs provide standard style crosswalks and pedestrian countdown signals. At its unsignalized intersection with Paulina Street, Harlem Avenue provides an exclusive through lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane and an exclusive through lane on the southbound approach. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation, carries an annual average daily traffic (AADT) volume of 31,700 vehicles north of Chicago Avenue and an AADT volume of 34,800 vehicles south of Chicago Avenue (IDOT AADT 2017) and has a posted speed limit of 30 miles per hour.





NOT TO SCALE



Senior Living Community  
River Forest, Illinois

Existing Roadway Characteristics

**KLOA**  
Keng, Lindgren, O'Hara, Aboona, Inc.

Job No. 18-085      Figure: 3

*Chicago Avenue* is an east-west roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Harlem Avenue, Chicago Avenue provides an exclusive left-turn lane, an exclusive through lane and an exclusive right-turn lane on the eastbound and westbound approaches. Both legs provide standard style crosswalks and pedestrian countdown timers. At its unsignalized intersection with Bonnie Brae, Chicago Avenue provides a shared left/through/right-turn lane on both approaches. West of Harlem Avenue, Chicago Avenue is classified as collector roadway, is under the jurisdiction of the Village of River Forest, carries an AADT volume of 8,700 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour. East of Harlem Avenue, Chicago Avenue is classified as an arterial roadway, is under the jurisdiction of the Village of Oak Park, carries an AADT volume of 11,000 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour.

*Paulina Street* is an east-west local roadway that extends from Harlem Avenue approximately 550 feet east to Madison Street and provides one through lane in each direction. At its unsignalized intersection with Harlem Avenue, Paulina Street provides a shared left/right-turn lane under stop-sign control and a standard style crosswalk. Parking is permitted on both sides of the roadway and time restricted to two hours between 9:00 A.M. to 5:00 P.M. Monday through Saturday. Paulina Street is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 miles per hour.

*Bonnie Brae* is a north-south local roadway that in the vicinity of the site provides one through lane in each direction. At its unsignalized intersection with Chicago Avenue, Bonnie Brae provides a shared left/through/right-turn lane under stop-sign control on both approaches. The northbound approach provides a standard style crosswalk. Parking is permitted on both sides of the roadway and is time restricted to two hours at all times. Bonnie Brae is under the jurisdiction of the Village of River Forest.

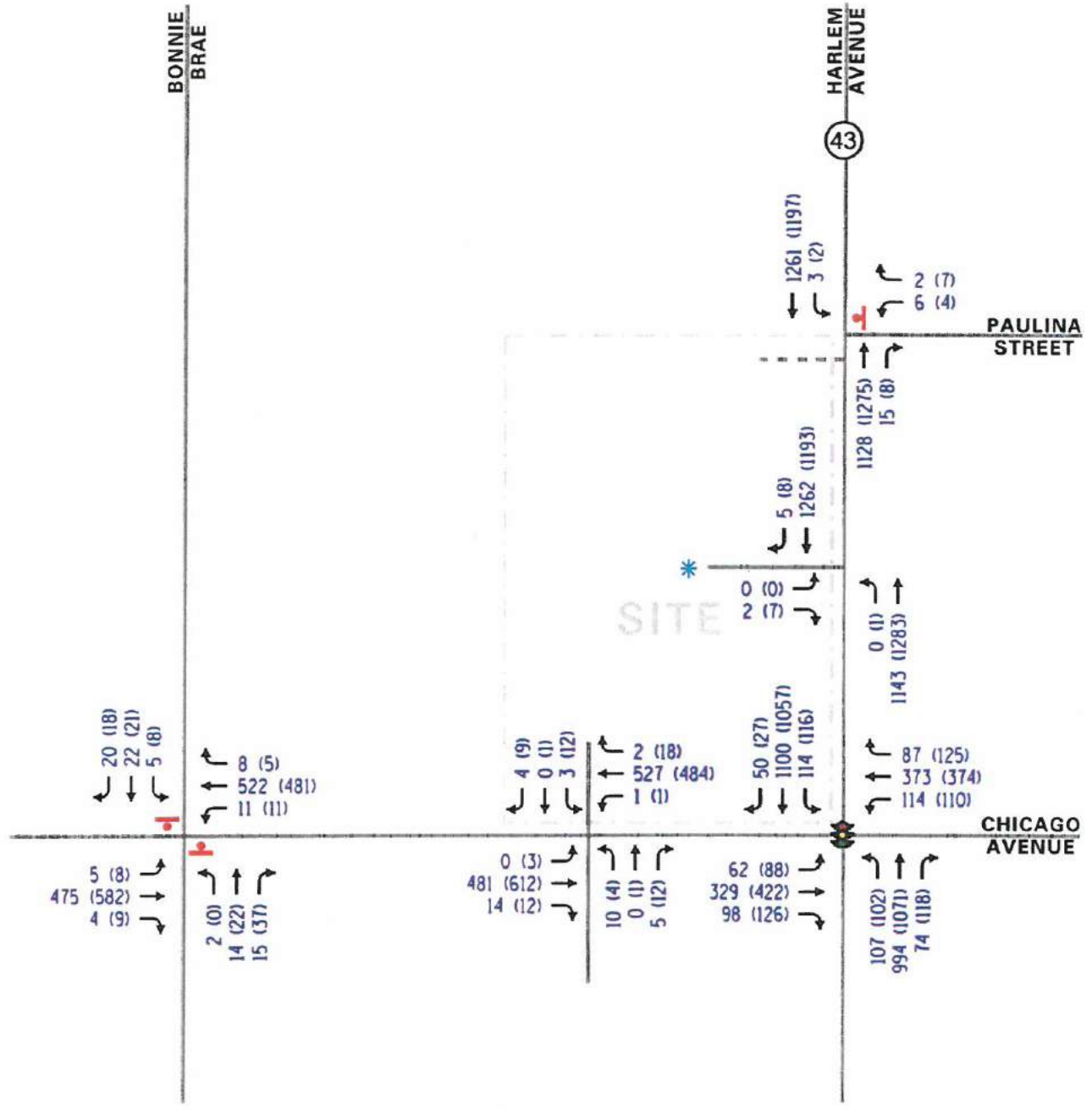
## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units on Wednesday, May 9, 2018 during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (2:30 P.M. to 6:00 P.M.) peak periods at the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street, Harlem Avenue with the TCF Access Drives, Chicago Avenue with Bonnie Brae and Chicago Avenue with the Mobil/TCF Access Drives

The 2:30 P.M. to 6:00 P.M. peak period was chosen due to the proximity of the site to Roosevelt Middle School and Oliver Wendell Holmes Elementary School. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing peak hour pedestrian and bicycle volumes. Copies of the traffic count summary sheets are included in the Appendix.



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Senior Living Community  
River Forest, Illinois

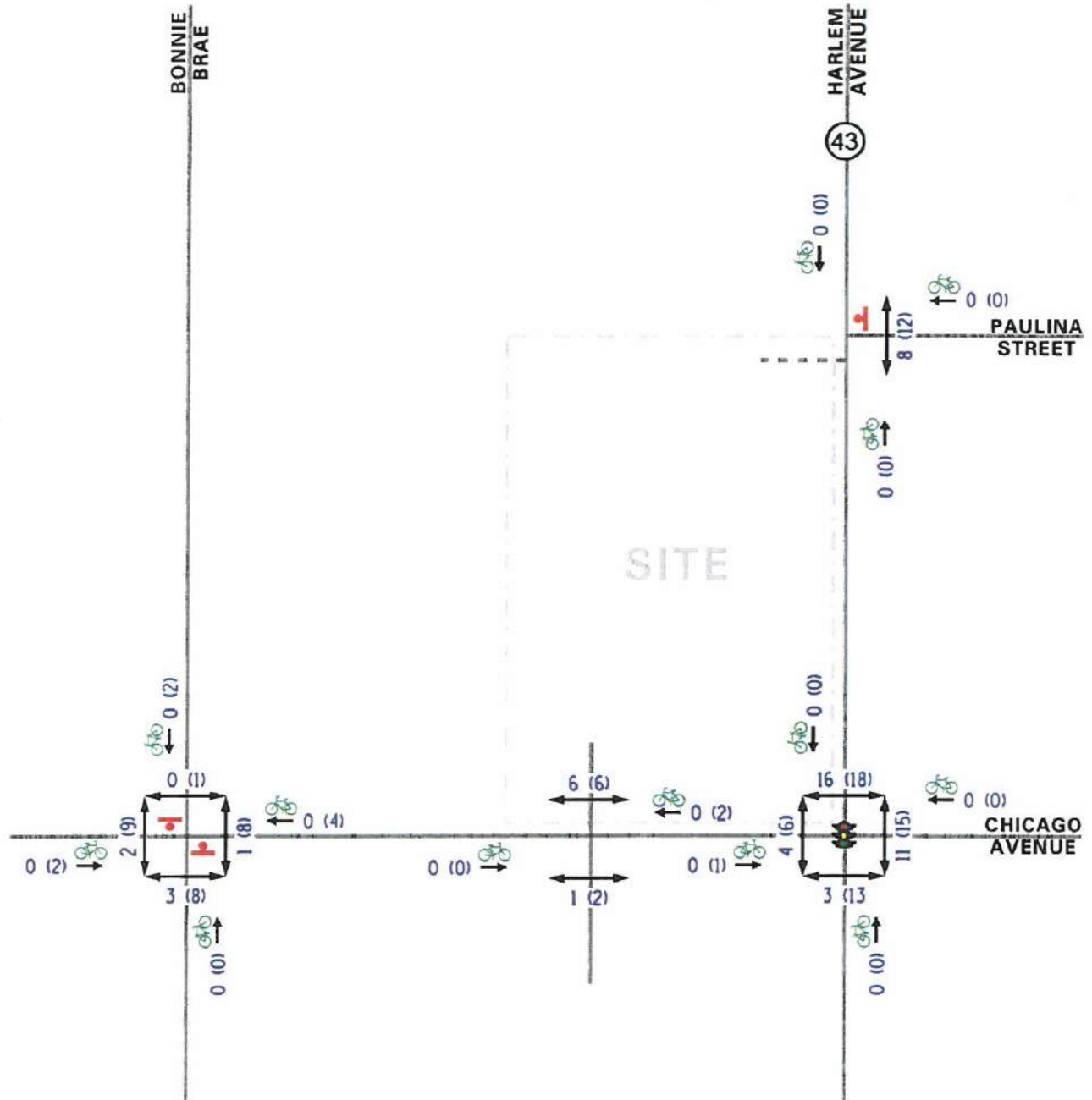
Existing Traffic Volumes

**KLOA**  
 King, Lindgren, O'Hara, Aboune, Inc.  
 Job No. 18-085 Figure: 4





NOT TO SCALE



**LEGEND**

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)
- 00 (00) ← - PEDESTRIAN VOLUME
- 00 (00) → - BICYCLE VOLUME

Senior Living Community  
River Forest, Illinois

Existing Pedestrian And Bicycle Volumes



Job No: 18-085 Figure: 5

## Crash Analysis

KLOA, Inc. obtained crash data<sup>1</sup> for the most recent available five years (2012 to 2016) for the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street and Chicago Avenue with Bonnie Brae. **Tables 1 through 3** summarize the crash data for the intersections. A review of the crash data indicated that no fatalities were reported.

Table 1  
HARLEM AVENUE WITH CHICAGO AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	2	0	0	7	1	5	0	15
2013	2	0	0	4	1	2	0	9
2014	1	1	0	4	2	8	1	17
2015	1	0	1	7	1	4	0	14
2016	1	0	0	4	0	4	0	9
<b>Total</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>5</b>	<b>23</b>	<b>1</b>	<b>64</b>
<b>Average</b>	<b>1.4</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>5.2</b>	<b>1</b>	<b>4.6</b>	<b>&lt;1</b>	<b>12.8</b>

Table 2  
HARLEM AVENUE WITH PAULINA STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	0	0	0	0	2	1	0	3
2013	0	0	0	1	0	0	0	1
2014	0	0	2	1	0	1	1	5
2015	0	0	0	1	1	0	1	3
2016	0	0	0	0	0	1	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>14</b>
<b>Average</b>	<b>0</b>	<b>0</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>2.8</b>

Table 3  
CHICAGO AVENUE WITH BONNIE BRAE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	3	0	0	0	0	0	0	3
2013	1	0	0	0	0	0	1	2
2014	0	0	1	2	0	0	0	3
2015	2	0	0	0	0	0	0	2
2016	1	0	0	0	0	0	0	1
<b>Total</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>
<b>Average</b>	<b>1.4</b>	<b>0</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>0</b>	<b>0</b>	<b>&lt;1</b>	<b>2.2</b>

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

## Gap Study Results

A gap study was conducted on Wednesday, May 9, 2018 during the weekday morning and weekday evening peak hours along Harlem Avenue at the proposed location of the full movement access drive to determine the availability of gaps or interruptions in the Harlem Avenue traffic stream. Gaps in the southbound direction on Harlem Avenue, which allow traffic to turn left from Harlem Avenue onto the proposed access drive and right from the proposed access drive onto Harlem Avenue and gaps in both directions on Harlem Avenue, which allow traffic to turn left from the proposed access drive onto Harlem Avenue, were surveyed. The critical gap and follow-up gap periods required to turn to and from Harlem Avenue were based on information provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board (TRB). **Table 4** summarizes the results of the gap study. As can be seen, the results indicate that numerous gaps are available in the traffic stream to accommodate turning movements.

Table 4  
GAP STUDY RESULTS – HARLEM AVENUE

Time Periods	Number of Potential Movements Based on Gaps Available		
	Northbound Left-Turns	Eastbound Right-Turns	Eastbound Left-Turns
Weekday Morning 7:30 - 8:30 A.M.	504	251	132
Weekday Evening 4:15 – 5:15 P.M.	453	238	140



### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

As proposed, the site will be developed with a four-story, 125-unit senior living community. The unit mix will consist of 33 memory care units and 92 assisted living units with a total of 136 beds. Access to the proposed development will be provided off Harlem Avenue via a full movement access drive to be located approximately 370 feet north of Chicago Avenue just south of Pauline Street. Access will also be provided off Chicago Avenue via a full movement access drive aligned opposite the Mobil access drive located 190 feet west of Harlem Avenue. It should be noted that the proposed access system will eliminate the two existing access drives serving TCF Bank off Harlem Avenue closest to its intersection with Chicago Avenue and three single family home driveways. Furthermore, the proposed access drives will be located as far north and west on the site as feasible to provide maximum separation from the intersection of Harlem Avenue with Chicago Avenue. A total of 70 parking spaces will be provided. A site plan depicting the proposed development layout and access is included in the Appendix.

#### Directional Distribution

The directions from which employees and visitors of the proposed senior living community will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

#### Estimated Site Traffic Generation

The number of peak hour trips estimated to be generated by the proposed senior living community was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The "Assisted Living" (Land-Use Code 254) was used. **Table 5** summarizes the trips projected to be generated by the proposed development.

Table 5  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic
		In	Out	Total	In	Out	Total	
254	Assisted Living (136 Beds)	16	9	25	14	22	36	352